

The Liangkong Telegraph.

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NEW SERIES No 4880.

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WEDNESDAY, JULY 5 1905.

三月

五月七英連音

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000 \$18,000,000
Silver Reserve.....\$8,000,000
RESERVE LIABILITIES.....\$10,000,000
RESERVE LIABILITIES OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson, Esq.
E. Goetz, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
F. Salinger, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

London BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option, balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXE DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS

Authorised.....Gold \$10,000,000

Capital Paid Up.....Gold \$ 3,250,000

Reserve Fund.....Gold \$ 3,250,000

HEAD OFFICE:

NEW YORK.

London OFFICE:

THREADNEEDE HOUSE, E.C.

London BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business

receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,

Manager.

20, Des Vaux Road,

Hongkong, 26th May, 1905. [24]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCES BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldurin, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotzu, Sasebo, Mikaze, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamanoto and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoda, Otsuji, Sasahara, Tsubakuro, Yoshinotana, Yoshi, Yunokihara and other Coals.

S. MINAMI, Manager, Honokon.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.30 a.m. to 10.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.00 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 4.30 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 30 minutes.

9.30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.00 a.m. to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers,

Hongkong, 29th December, 1904. [61]

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Hongkong, 17th May, 1905. [22]

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J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [23]

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20, Des Vaux Road,

Hongkong, 26th May, 1905. [24]

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7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.30 a.m. to 10.00 a.m. ... Every 15 minutes.</

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,338	G. F. Morrison, R.N.R.
" " "FATSHAN,"	2,260	R. D. Thomas.
" " "HANKOW,"	3,073	C. V. Lloyd.
" " "KINSHAN,"	1,995	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke. Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 188 tons, Captain W. A. Valentine.

" " "NANNING," 569 " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kunkuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES—Canton to Wuchow.....Single \$15.00. Return \$25.00.

Canton to Tak Hing.....Single \$12.50. Return \$21.00.

Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

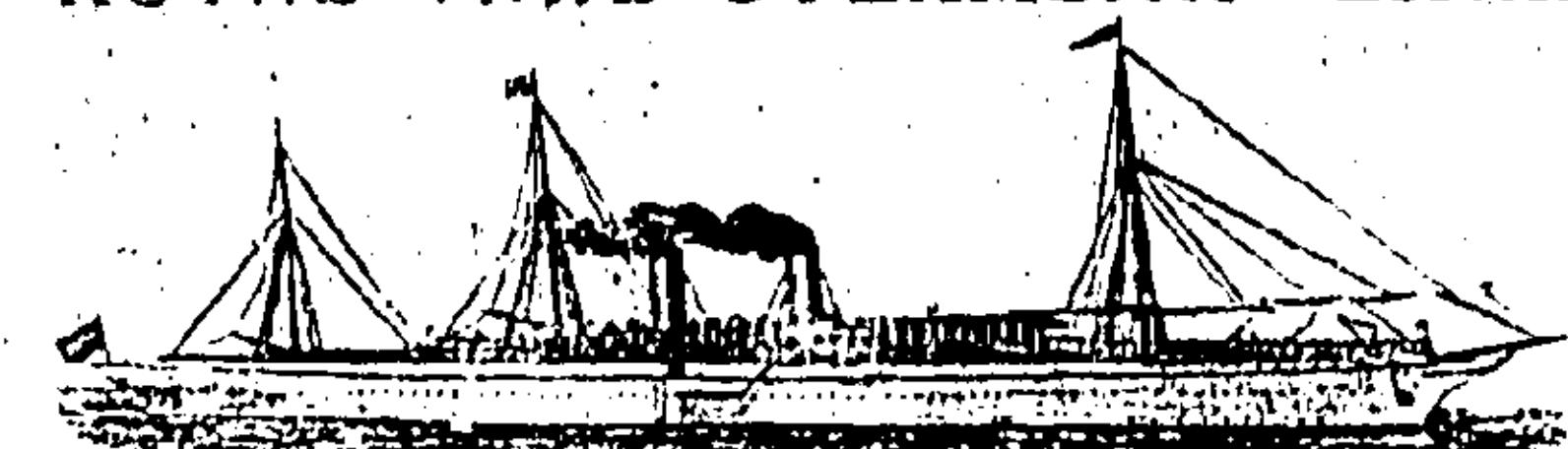
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers. Tons. Commanders. Sailing Dates.
R.M.S. "EMPEROR OF JAPAN," 6,000. H. Pybus, R.N.R., WEDNESDAY, 12th July.
" " "EMPEROR OF CHIN," 5,000. R. Archibald, R.N.R., WEDNESDAY, 2nd Aug.
" " "ATHENIAN," 1,400. S. Robinson, R.N.R., WEDNESDAY, 9th Aug.
" " "EMPEROR OF INDIA," 6,000. E. Beetham, R.N.R., WEDNESDAY, 23rd Aug.
" " "TARTAR," 4,250. W. Davison, R.N.R., WEDNESDAY, 13th Sept.
Hongkong to London, 1st Class, \$100. 1st St. Lawrence & Co., via New York, £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class Rail..... £42. " £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 5th July, 1905. D. E. BROWN, General Agent.
9, Pader's Street. [10]

HAMBURG-AMERIKA LINIE.
OBSTASIATISCHER DIENST.

(Taking Cargo at through Routes to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Steamers. DESTINATIONS. SAILING DATES.
BRISGAVIA..... HAVRE, ANTWERP AND HAMBURG. 14th July. Freight.
Russ. (Calling at SPORE, PENANG & COLOMBO) 14th July. Freight.
SITHONIA..... HAVRE, BREMEN AND HAMBURG. 16th July. Freight.
Hildebrandt. (Calling at SPORE, PENANG & COLOMBO) 16th July. Freight.
ACILIA..... HAVRE AND HAMBURG. 26th July. Freight.
Schulke. (Calling at SPORE, PENANG & COLOMBO) 26th July. Freight.
ALESIA..... HAVRE AND HAMBURG. 9th August. Freight.
Sachs. (Calling at SPORE, PENANG & COLOMBO) 23rd August. Freight.
SAMBIA..... HAVRE AND HAMBURG. 23rd August. Freight.
Luisius. (Calling at SPORE, PENANG & COLOMBO) 6th Sept. Freight and
Förck. (Calling at SPORE, PENANG & COLOMBO) about begin-
VANDALIA..... NEW YORK VIA SUEZ. 6th Sept. Passengers.
Hause. (with liberty to call at the Malabar coast) 15th of Oct. Freight.
* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and cabins amidships. Lighted throughout by Electricity.
Duly qualified Doctor and Stewardesses are carried.

For further particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings. [14]

D. NOMA, TATTOOER
66, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 30 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. I have received from all sources.

Hongkong, 16th November, 1904.

THE HONGKONG TELEGRAPH WEDNESDAY, JULY 5, 1905.

Mails.

Intimations.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PEKING, COLOMBO, ADEN, SUEZ, PORT SAID, MAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SACHSEN..... WEDNESDAY, 19th July.

SCHARNHORST..... WEDNESDAY, 2nd August.

PRINZ HEINRICH..... WEDNESDAY, 16th August.

PRINZ EITEL FRIEDRICH..... WEDNESDAY, 30th August.

PREUSSEN..... WEDNESDAY, 13th September.

ROON..... WEDNESDAY, 27th September.

BAVARIA..... WEDNESDAY, 11th October.

GNEISENAU..... WEDNESDAY, 25th October.

PRINZESS ALICE..... WEDNESDAY, 8th November.

SACHSEN..... WEDNESDAY, 22nd November.

PRINZ REGENT LUITPOLD..... WEDNESDAY, 6th December.

PRINZ HEINRICH..... WEDNESDAY, 20th December.

SAILING DATES.

WEDNESDAY, 19th July.

WEDNESDAY, 2nd August.

WEDNESDAY, 16th August.

WEDNESDAY, 30th August.

WEDNESDAY, 13th September.

WEDNESDAY, 27th September.

WEDNESDAY, 11th October.

WEDNESDAY, 25th October.

WEDNESDAY, 8th November.

WEDNESDAY, 22nd November.

WEDNESDAY, 6th December.

WEDNESDAY, 20th December.

Leave this Port as above, Calling at NAPLES, GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 17th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 18th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE,
MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. TONS. SAILING DATES.

PRINZ WALDEMAR..... 3,227 TUESDAY, 25th July.

PRINZ SIGISMUND..... 3,301 TUESDAY, 22nd August.

WILLEHAD..... 4,761 TUESDAY, 19th September.

For the Round Trip..... \$12.

ON TUESDAY, the 25th July, 1905, at Noon, the Steamer PRINZ WALDEMAR, Captain C. Woltman, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For the Round Trip..... \$12.

THE steamer pass through the silk producing districts, and afford a splendid opportunity

for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip..... \$12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUINHUNG, TAKHING and WUCHOW, and beautiful scenery of the West River.

Fare for the Round Trip..... \$10.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

MESRS. BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO.,

Hongkong, 5th July, 1905. [13]

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVACHINA-JAPAN LIJN.

Intimation.

WM. POWELL,
LIMITED.ALEXANDRA BUILDINGS,
Des Vaux Road.FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

NEW

TWIN
BEDSTEADS,
from \$65 to \$385 a pair.

Stocked in

BLACK AND BRASS,
ENAMELLED
GREEN AND BRASS,
ENAMELLED
BLUE AND BRASS,
and
ALL BRASS.

BEST

SPRING
MATTRESSES
FOR THE ABOVE,
at
reasonable prices.SOLE AGENTS
for
ADDISON'S
PATENT
PORTABLE
SANITARY
COMMODE,
\$14.50 to \$21.50 each.

INSPECTION INVITED.

WM. POWELL,
LTD.,
HONGKONG.

Hongkong, 4th July, 1905.

Intimations.

THE GREEN ISLAND CEMENT
COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are reminded that the FINAL CALL of \$1 per Share on the new issue of Capital is due on the 30th June, 1905.

SHEWAN, TOWES & Co.,
General Managers.
Hongkong, 26th June, 1905. [688]THE CHINA LIGHT AND POWER
COMPANY, LIMITED.NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 8th day of July, 1905, at 11.30 in the Forenoon, when the abridged Resolution which was passed at a meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution.

RESOLUTION.

"That the Capital of the Company be increased to \$300,000 by the creation of 20,000 new shares of \$10.00 each."

SHEWAN, TOWES & Co.,
General Managers.
Hongkong, 21st June, 1905. [672]THE HONGKONG ELECTRIC
COMPANY, LIMITED.NOTICE is hereby given that the SIX-
TEENTH ORDINARY YEARLY
MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 27th June, 1905. [694]

THE CLUB LUSITANO, LTD.

NOTICE.

THE Certificate No. 147 for 20 Shares in the above Company numbered 54 to 56, 59 and 60, 63 and 64, 87 and 88, 140, and 178 to 187 all inclusive, standing in the Register of Shareholders in the name of ANTONIO SIMPLICIO GOMES, Junior, having been lost, Notice is hereby given that a Duplicate Certificate for the said Twenty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

By Order, H. M. BASTO,
Acting Hon. Secretary,
Club Lusitano, Ltd.
Hongkong, 24th June, 1905. [681]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 75.

IRON, WOODEN AND AISHEK BARRIERS,
WIDENING OF CHANNELS THROUGH.

NOTICE is hereby given that the Chancels through the IRON and WOODEN BARRIERS in CULLINSON REACH and TAISHEK BARRIER in BLENHEIM PASSAGE, have been widened and deepened as follows:—

IRON BARRIER, 420 feet of the Central Section of its Northern end have been removed, leaving a passage of 570 feet in width, with a depth of 16 feet at low water of Spring Tides.

WOODEN (OR BRIDGE) BARRIER. The entire barrier has been removed and all obstructions cleared to a depth of 16 feet at low water of Spring Tides.

TAISHEK BARRIER. The passage through this barrier has been widened to 400 feet with a depth at low water of Spring Tides of 12 feet on its Northern side, gradually decreasing to 10 feet on its Southern side. The Northern side of the channel is marked by two beacons each bearing a Red Shape and showing a Red Light by Night; and the Southern side by a Black Conical buoy surmounted by a Green Light at Night.

J. HOWLL MAY,
Harbour Master.
Approved:F. J. MAYERS,
Acting Commissioner of Customs.
Customs House,
Canton, 1st July, 1905. [710]

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN
PLASMON BISCUITS. They contain 20 per cent. of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. They are made in four varieties:—SWEET, PLAIN (UNSWEETENED), WHOLE-
MEAL, AND CELERY.H. RUTTON JEE,
Hongkong and Kowloon.
Hongkong, 3rd July, 1905. [78]

Gold Medals PARIS 1889 & 1900

Regd. TRADE MARK

HARRIS, CALNE, WILTSHIRE, England

REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. [79]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

PESHAWUR.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case, whatever.

Damaged Packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 4th July, 1905. [72]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, the 4th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 3rd July, 1905. [711]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignee's risk and expense.

Cargo remaining on board after the 6th instant, after 2 P.M., will be landed at Consignee's risk and expense into the Godown of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 3rd July, 1905. [715]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE,"
FROM NEW YORK.

THE CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godown and all Goods remaining undelivered after the 6th July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 6th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ARNHOLD KARBERG & Co.,
Agents.

Hongkong, 30th June, 1905. [708]

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"ALESIA,"

Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10.00 A.M.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown and all Goods remaining undelivered after the 7th July, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 7th July, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 30th June, 1905. [709]

SHIP-BUILDING AND
REPAIRING

IN SINGAPORE.

PROPOSED COMPANIES AMALGAMATION.

On Friday next the shareholders of Howarth Erskine & Co. and Riley Hargreaves, Ltd., hold their respective extraordinary general meetings to decide upon the final formalities concerning the amalgamation of those two great industrial enterprises. That amalgamation is strictly their own business, and the *Straits Times* neither favors nor antagonizes the matter. It is, however, within the province of this paper to criticize the proposed combination from a public point of view, and to conjecture as to what will be the effect thereof on the interests of the colony and the community. Riley Hargreaves and Co. and Howarth Erskine, Ltd., were both originally private concerns. Both firms developed and prospered, thanks to the ability and energy of their managers. Within recent years they were both acquired by limited liability companies—Riley Hargreaves in 1899, and Howarth Erskine's in 1901—the original owners retaining large interests in each company.

The listed capital of the concerns to-day stands as follows:—

Riley Hargreaves \$875,000

Howarth Erskine 1,200,000

Total \$1,075,000

If we add to that amount, the sum of \$290,000, which figures upon the books of the respective concerns as reserve fund, we reach a gross total of \$2,365,000. If we add to that, again, a rough estimate of \$25,000, as profits since the last accounts were rendered, we bring the total to \$2,600,000. That is a large sum. Yet, if we go by the presently quoted market values of the stock in both concerns, we find that the total reaches more than twice that figure; viz:—

Howarth Erskine \$3,240,000

Riley Hargreaves \$1,800,000

Total \$5,040,000

Why this inflation? The only possible reason that can be offered in explanation is that it is expected that the amalgamated companies will be over capitalized. Why, again, should this be so? The only reason seems to be that, as an outcome of this amalgamation, we are to see a powerful trust, a monopoly of the entire engineering business of the colony. That is the only explanation. Will such a monopoly prove an unmixed blessing to the colony? The question is a debatable one. Everybody complained of the monopoly exercised by the Tanjong Pagar Dock Co., and that concern, has now been acquired by the Government. It is more probable that the Government will decline to carry on regular work of the docks—ship building, ship repairing, etc.—through the commendable disinclination of the British authorities generally to compete or interfere with private industrial enterprises. If this be so, it means that—after the amalgamation—this community will be, at the mercy of the united companies, and therefore in a worse position than ever before. Of course it is for the shareholders to do what they like at the meeting on Friday; but the public has grave cause for feeling alarmed in the premises. Such alarm is not to be based on any doubt as to the soundness of the properties. The proposed conditions of the amalgamation have not yet been published, and we are in the dark about them, but the present market quotations of the shares in the two respective concerns afford a serious basis for conjecture, because it must be inferred that the—or the any rate the more important among them—shareholders must be aware of what is going on.

MEETING OF SHAREHOLDERS.

An extraordinary general meeting of Howarth Erskine, Ltd., to consider the advisability of amalgamating with Riley Hargreaves & Co., Ltd., was duly held at Singapore on 28th June.

There were present Mr MacLean, (Chairman) and Messrs. Watkins, Gentle, Derrick, Pollack, Dunnall, Thomson, Kennedy, and Silby representing over five-sixths of the total shares.

The Chairman in briefly explaining the advantages that, in the opinion of the board, would accrue to the company by the amalgamation, referred to the increased facilities of trading, under more economical conditions and the opportunities that would be offered for further development. He warned the shareholders against the assumption that it was the intention, even if it were in the power of the Directors, to endeavour to create anything in the shape of a monopoly, and against being led away by any inflated values or irresponsible comments regarding the shares. In the future, as in the past, the greater portion of the shares would probably be held by those directly interested in the management of the company, and it was not likely that the proposed amalgamation if carried through would lead to any public flotation.

The resolutions as advertised and circulated were then put to the meeting and carried.

It was intimated that a further meeting to consider more definite proposals would probably be called during August, and a vote of thanks to the Chairman terminated the proceedings.

The Praya Reclamation to Sections A and B of Marine Lot No. 236 are held upon and under the terms and stipulations of the usual Reclamation Agreement.

The area of the whole of the said Property is 7,124 square feet.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY
GEO. G. SANDEMANN SONS &
CO., LTD.

	Per dozen.
Light Dry	£13.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Nutty	24.00
Fine Old Brown	36.00

A. S. WATSON & CO.,
LIMITED,Agents in Hongkong and South China for
SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

[32]

\$16.00

WILL BUY A CASE

OR

GREGOR & CO.'S

IMPERIAL

HIGHLAND
WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

NOTICE
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$80 per annum.

WEEKLY—\$10 per annum.

The rates for quarterly, per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. The editor will pay an additional \$1.80 per quarter in charge for postage. The postage on the weekly issue to any part of the world is 10 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 5, 1905.

THE WAR AND INCREASING PRICES.

It is seldom that the astute shopkeeper fails to profit by the "ill wind," and an example of how the Chinese in Chefoo are making hay while the sun shines is given in the *Daily News* of the northern port. Before the war broke out, Chefoo had the great bulk of the trade in fresh provisions to Port Arthur. There was a garrison of between 30,000 and 40,000 which drew its supplies from Chefoo, and naturally a brisk trade was in progress until the blockade by the Japanese fleet put an end to the system.

Vladivostok, also, which had a large population dependent to a great extent on Chefoo for meat and vegetables, was afterwards closed to the Chefoo exporters. In these circumstances, it might naturally have been expected that there would be a slump in the provision market, that meat and vegetables and fresh provisions generally would have been sold at zero prices. It could not be supposed for a moment that the stock of cattle which was drawn upon to supply the great military depots of the north had sensibly diminished; rather the reverse, seeing that there was no demand for them. Then, again, it could not be supposed that the market gardens were allowed to run to seed. The stock at the disposal of the seller should have been just as large after Port Arthur and Vladivostok were sealed as before.

Yet the curious fact remains that prices have been gradually rising all round, and when the question is asked, "Why are prices advancing?" the answer is given that it is all due to the war—a vague and unsatisfactory reply which appears to be disturbing the people of Chefoo. In other directions, however, it is quite easy to understand how prices are increasing. In the case of timber, and articles made of wood, the prices have risen by leaps and bounds. In fact the writer of the article, lamenting this undesirable state of affairs, says that the "cost of locally-made furniture has likewise been raised to a height which would make a Shanghai or Tientsin citizen faint." The explanation is that all the wood-supplying countries and places are now within the war zone, and it is impossible to export timber. It is a recognised fact that the track of an army is generally marked by the denudation of trees from the country. While that is the case, the ordinary Chinese artisan is not so simple as to merely increase his prices by a hundred per cent.; he sees his opportunity, and promptly raises his rates by 500 to 800 per cent., and echoes the parrot cry that the war is to blame. Property also has increased in Chefoo, notwithstanding the fact that the Customs return for the year show a decrease of some 14 per cent. as compared with the previous year. So far, Hongkong prices for foodstuffs have not shown any perceptible advance on the current prices of last year, but that may be explained by the argument that even the most conscienceless trader could not find it in his heart to raise values which are already at the top notch. Even the worm will turn, and in these days when people have to plan and scheme how ends can be made to meet, a substantial increase in the cost of foodstuffs would lead to a miniature revolution. Fortunately, Hongkong is well away from the zone of fighting—although there was a faint hope at one time that the great naval battle of this century would take place within visiting distance of the Colony—and even the blandest dealer could scarcely suggest that the war was responsible for a diminished supply of vegetables from the mainland. The only real and tangible argument he could submit would have reference to the ravages of typhoons and, even that would only evoke a sarcastic smile. In the north, however, the question of advancing prices is apparently the burning question of the day. It is to be hoped that Hongkong will remain free—or at least comparatively free—from that evil for some time to come.

LOCAL AND GENERAL.

ONLY three Chinese entered Canada since the land tax was raised.

THREE cases of plague have been added to the official returns since noon of yesterday.

FOUR thousand Russian military wagons of all kinds, with other spoils have just been landed at Moji.

AN Army medical board will assemble at an early date at the Military Hospital, Kowloon, to report upon Asiatic troops proposed for invaliding.

THE Hongkong Police paraded in force at the Central Station compound this afternoon in rehearsal for the inspection parade to be held by His Excellency the Governor to-morrow afternoon.

MR. E. B. Smith, foreman at the Shipyards at Quarry Bay, charged his boy with disobedience of lawful orders in the course of his regular housework. He was fined \$25 with the usual alternative.

EMIL Kain and Eugen Schroeder, unemployed seamen, were charged before Mr. F. A. Hazeland this morning with fighting at Connaught Road on the 4th inst. They were fined \$5 or 14 days each.

MISCHIEF Elman, the Russian juvenile violinist, who charge 200 guineas for every reception, is making £1,000 a week. He declines to appear more than five times in a week. In six weeks he makes what a first class Colonial Governor does in a year.

THE German correspondent on the confiscated steamer *Industrie*, who was held to have been acting as a Russian spy, has been released on parole in view of the destruction of the Russian fleet, on condition that he shall not enter any Japanese territory while the war lasts.

INSPECTOR Gaul placed eleven Chinese, men and women, before Mr. F. A. Hazeland this morning, charged with gambling. They were caught red-handed indulging in a game of *fan-tan* in a house in Wan-chai. The first and second defendants, being the leaders of the game, were fined \$25 each and the rest \$3 each with the usual alternatives.

MR. WEISSMAN, manager of the *Café Weissen*, charged one of his boys, before Mr. F. A. Hazeland this morning, with disobedience of lawful orders. It was stated that the boy was ordered to turn the ice-making machine and continually refused to do so. In his defence the boy said "it was not his turn" to make ice cream. Prosecutor said there were no "turns at all; it was all part of his work." Defendant was fined \$15, or one month's imprisonment.

WONG UN, a stone-cutter, was this morning charged before Mr. F. A. Hazeland with unlawfully slaughtering fish by means of dynamite in the waters of the Colony, and also with carrying dynamite through the streets without the same being labelled "dangerous," both in English and Chinese characters. His Worship said it was a most dangerous practice; only last week a man was killed by it. Defendant must pay a fine of \$50, with the alternative of two months' hard labour.

JAPAN'S NEW SHIPS.

NEARLY THIRTY VESSELS IN FOUR MONTHS.

During the past few weeks, writes the *Pall Mall Gazette*, there have been a very large number of merchant vessels sold to Eastern buyers, and every week has increased the total of steamers so disposed of. After these boats have sailed for the East the fact is generally disclosed that the buyer is a Japanese firm.

The following is a complete list of the steamers sold and placed under the Japanese flag since January 1:—

Steamer. Tonnage.

Michael Jelsen (German)	995
Salamanca (British)	1,585
Perla (British)	1,985
Caflia (British)	2,095
Cydonia (British)	1,637
Athena (British)	2,313
Monghout (Foreign)	1,354
S. Gotardo (Italian)	2,595
Karoon (British)	2,101
Suez (British)	2,064
Ocumpo (British)	2,064
Actu (Norwegian)	1,177
Celebes (Foreign)	2,280
Foochi (China)	1,201
Winelad (German)	2,606
Phra Chula Chom Kiao (Dutch)	1,583
March (British)	1,569
Graf von Bismarck (German)	1,157
Hampstead (British)	2,072
Kolpino (British)	2,054
Chilka (British)	1,974
Henley (British)	2,311
Dante (Italian)	2,718
Saladin (British)	1,874
Dean (British)	1,572
Herald (British)	573
Ariel (Norwegian)	1,572

The names of the vessels have been altered to Ja-jaes with the affix Maru; the above are the old names.

In addition to this there are a number of boats sold to and bound for the East, but the nationality of the buyers has not been so far made known.

When it is considered that the Japanese have acquired a very respectable mercantile fleet of nearly thirty first class steamers from the blockade runner captured on the way to Vladivostok, there hardly appears to be any immediate necessity for such an enormous purchase; and it is suggested in shipping circles that they can only be justified on the assumption that peace between Japan and Russia is in contemplation. However that may be, it is certainly the case that under existing conditions the trade of Japan with her seafaring hours is stagnant, and must remain so until the end of the war. Practically the only employment for vessels under the national flag is to be found in the coasting trade, for which purpose the boats bought are too large. The Nippon, Yatsen, Kasuga, and other Japanese lines have supplied the Japanese Government with the transports required for the Manchurian campaign.

The London agents of a number of Japanese firms are still in the market for merchant shipping, and negotiations for the sale of well-known fleet of steamers are in progress.

THE "TRAVANCORE" INQUIRY.

STORY OF THE STRANDING.

MARINE COURT PROCEEDINGS.

On behalf of the crew of the sailing ship *Travancore* C. Mitchell applied to the Harbour Master for an inquiry to be held into the stranding of the vessel which, he alleged, was mainly "on the neglect of our Master and the officer doing anything towards the saving of the ship and the handling of the ship before stranding and leaving port." Also the way the Master acted when the ship stranded and while she was on the rocks.

By Mr. Wilkinson.—He called the captain at 7 a.m., because land was in sight—some six or seven miles distant. At that time he felt no anxiety as there was plenty of room to do anything. He did not feel any anxiety until he noticed the ship sagging rapidly down towards the land.

By Mr. Hays.—Could you see the rocks on which you eventually struck at the time the captain came up on deck at 7 a.m.?—Yes, the mainland was quite high—some 300 or 400 feet high.

By Mr. Hays.—You were running parallel to that?—Yes.

By Mr. Hays.—Could you see the rocks on which you eventually struck?—Yes, about three or four miles away.

By Mr. Hays.—And you were travelling at the rate of?—Two and a half knots.

THE CAPTAIN'S STATEMENT.

Capt. W. C. Chamberlin, master of the ship, said that they left Hongkong about 7.30 a.m. on the 31st May bound for Fort Angeles. They were in tow of three launches. The ship was in ballast, and the tug cast off in the afternoon, when the ship at once commenced to make sail. It was raining hard at the time and when the weather cleared, about five o'clock, there was a light wind and the ship was heading out. Towards midnight they lost sight of the Waglan Light, and he last saw it himself about fifteen minutes before that time, when it was bearing West by South, some twenty miles distant, showing brightly. They were then on the starboard tack and continued to be so until the ship struck. He was close hauled and making for the Bashee Channel. At 11.45 p.m. he went below leaving the mate in charge, and telling the first officer to call him when land was sighted. He did not expect to see land until daylight. When he went below at 11.45 p.m. he did not go on deck again until about 7 a.m. the next day when everything was got in, readiness for going about, because he thought he was getting near land at Fokal Point. The men were sent to breakfast at about 8 a.m. and witness afterwards tried to put the ship about but she missed way. At the time he considered they were about four to five miles off the land. He put the helm hard up, squared the crossjack yard (there was a strong northerly current at the time) and then the main yard. The vessel then paid off, but during the paying off she swung on to the sandy shore. He ordered the sails to be clewed and the anchors got out on the starboard quarter, and while the men were doing this he saw the launch *Pulot* pass by. He hoisted the signal of distress and communicated with the master in person. He bargained with him to tow the ship and to pick up the boat's crew that had proceeded to Hongkong for assistance. The crew had been sent in one of the life-boats about 11 a.m. The *Pulot* attempted to tow the ship off, assisted by the efforts of those aboard and the steam anchor and kedge anchor cables. After endeavouring for about half an hour to do so the *Pulot* gave up the attempt, and subsequently picked up the boat's crew and took them to Hongkong. During the period when they were trying to get the ship off the vessel drifted on to the rocks on the port side. The *Pulot* left at about 10.30 a.m. It was not until about 3 or 4 p.m. the previous day that they found themselves on the rocks.

The President questioned the witness concerning what happened after 3 p.m. but not receiving a satisfactory answer at the outset said—You are testifying with the Court. Tell us what happened after three o'clock. Let us have it straight. Witness, proceeding, said that about 3 p.m. he ordered the men to furl the sails, but they declined to do so by reason of the ship bumping. He considered they had justification for their refusal. After 7 p.m. the bumping became heavier and he had a further try with the hawsers and subsequently ordered the life-boats to be got ready and the crew to get into them. They were all told and they got into the two life-boats, witness being in one and the first officer in the other. They made fast to the hawsers about thirty yards from the ship and remained in that position until 3 a.m. the following day. The adjournment for fifteen minutes.

SKIPPER UNABLE TO CONTINUE HIS EVIDENCE.

Mr. Wilkinson having represented that the master of the *Travancore*, Capt. Chamberlin, was unable to continue his evidence the latter was sent to the Colonial Hospital to obtain a certificate to that effect. At the commencement of the proceedings this morning the Captain stated to be permitted to remain during the inquiry as he had been suffering from fever.

The examination of John Thomas Robert, the chief officer, was then proceeded with. He spoke to the general facts of the stranding of the ship, and said that although there was telephonic communication between the bridge and the captain's room, he did not communicate with the skipper during the middle watch. The vessel started on the port tack and witness believed she had been put about once or twice. He put her round on the starboard tack about 3 a.m. when the wind had shifted to the S.E. and they continued on that tack until the time he was relieved, at 4 a.m. He spoke of the attempt made shortly before 8 a.m. to put the vessel round and to square the ship.

At this stage Capt. Chamberlin entered Court and took a seat while the witness was going his evidence.

The President (to the master)—The Court object to your presence, Captain, while the witness is giving evidence.

The skipper left the Court and the chief officer proceeded with his testimony, stating that at 11.7 a.m. eight feet of water was found in the first peak, but the ship was not making it very fast. At 8 a.m. of the 2nd June the captain of a Chinese revenue cutter, the *Lingchi*, informed them that he had put the boat's crew on board of a launch bound for Hongkong, and returned the ship's rig. About 7 p.m. the master gave orders to set the fore lower topsail and fore-topsail in expectation of the wind coming from the westward. Orders were given about 8 p.m. to set the sail on the main. The men refused to do so, by reason of the ship being driven further on shore.

The men came aft and said it was time to leave the ship. The master said, "All right, you can go." The men then left in the life-boats and proceeded aboard of the *Lingchi*. Witness remained with the master. The case is proceeding.</

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

MONTHLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"STENTOR"	5th July.
GLASGOW and LIVERPOOL	"PATROCLUS"	14th "
GLASGOW and LIVERPOOL	"KEEMUN"	14th "
GLASGOW and LIVERPOOL	"PAKING"	18th "
GLASGOW and LIVERPOOL	"ACHILLES"	28th "
GLASGOW and LIVERPOOL	"ANTENOR"	3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	4th "
GLASGOW and LIVERPOOL	"ORESTES"	5th "
GLASGOW and LIVERPOOL	"ULYSSES"	9th "
GLASGOW and LIVERPOOL	"OOPACK"	9th "

S.S. "Stentor" left Singapore at noon on the 30th ult., and is due to arrive here on or about the 5th inst.

HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	9th July.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	18th "
GENOA, MARSEILLES & LPOOL	"TELEMACHUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENUS"	15th "
GENOA, MARSEILLES & LPOOL	"STENTOR"	20th "
LONDON, AMSTERDAM & ANTWERP	"PAKING"	28th "

"Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, v/d	"KEEMUN"	17th July.
NAGASAKI, KOBE and YOKOHAMA	"MACHAON"	7th August.

FROM	STEAMER	TO
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS"	13th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th July, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	10th July.
CEBU and ILOILO	"SUNGXIANG"	11th "
MANILA	"TEAM"	11th "
MANILA, ZAMBOANGA, PORT DAWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	13th "
CEBU and ILOILO	"KAI FONG"	14th "
KOBE	"TAI YUAN"	15th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th July, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2,540	R. Rodger	MANILA	SATURDAY, 8th July, at Noon.
RUBI	2,540	A. H. Notley	"	SATURDAY, 15th July, at Noon.

For Freight or Passage, apply to
SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 30th June, 1905.

HONGKONG—NEW YORK.

AMERICAN-ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship
"INDRAWADI"..... About
31st July.

For Freight and further information, apply to

SHEWAN, TOME'S & CO.,
General Agents.

Hongkong, 19th June, 1905.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always in hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle,
and Elkins Duplicator.

Hongkong, 23rd February, 1905.

[64]

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest

notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

[65]

NOTICE:

THE Public are hereby informed that a

change has been made in the Rates of

Subscription to the Hongkong Telegraph, and

they are warned against paying more than

TEN CENTS (10cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co. Ltd.

Hongkong, 30th September, 1905.

[66]

Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

This Steamer departs from Hongkong on
Week Days, at 7.10 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week-
days at 3.30 P.M. and on Sundays at 5.30 P.M.

If tide permits.

FARES—Week Days, 1st Class, including

Cabin and servant, Single \$3; 2nd Class,

Single \$2; 3rd Class, Single, 30 cents.

Every Sunday will be an Excursion, at the

following rates—1st and 2nd Class, Single

Ticket, \$1; Return, \$2; 3rd Class, Single, 30

cents. Return, 10 cents.

Breakfast, Tea and Dinner can be supplied

either on Board, or at the Macao Hotel, for

returning passengers only, at an extra charge

of 50 cents.

On Sundays, passengers desiring to have a

Private Cabin which has accommodation for

two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to

return on the Excursion Sunday, will be allowed

to do so the following day (Monday) on produc-

tion of the Return Half Ticket. Should the

Steamer not run on the Monday, owing to

the Boiler cleaning, due notice will be given

by the Captain, and the Half Ticket will be valid

for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the

Western end of Wing Lok Street.

The wharf in Macao is the same as the

S.S. "Wing Chai".

For further information, apply to the Office of

VUK ON S. S. CO., LTD.,

2nd Floor, No. 16, Victoria Street,

Hongkong, 13th June, 1905.

[63]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

Tons Captain

"KWONG CHOW" 1,309 J. M. MARTIN.

"KWONG TUNG" 1,318 H. W. WALKER.

Leave Hongkong for Canton at 9 every

evening (Saturday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

A duly qualified Surgeon and Stewardess are

carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 16th June, 1905.

[64]

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For Steamship

AFTER-DINNER SPEAKING.

THE ART AS PRACTICED IN AMERICA.

The subject of American after-dinner oratory is an amusingly dealt with in the May issue of the *Newland Century* by Mr. Daniel Grilly. He claims for it the position of one of the wonders of the time. It has transformed a Puritan celebration into a festival of merriment, and brought it within the bounds of possibility to associate with a Chamber of Commerce dinner. The American after-dinner speech with its fun and its stories is quite a thing of these later days. In Daniel Webster's time austere eloquence, impassioned periods stirring appeals, were in fashion. Now, a judge, speaking at a New England banquet, can address his audience like this:

"The grim, stern Puritan, with the austere face and packed hair, and the lean, wild,逻辑 Indian are here supplanted by company whose well rounded figures and genial faces reflect the assurance of the possession of skyscraping buildings, pipe lines, through lines, warehouses, well stufed, deposit vaults, and comfortable bank accounts (laughter), upon whom smile from those boxes the blessings which, like those of Providence, come from above (applause) and cause to echo the sentiment unconsciously expressed by the lady who was distributing tracts in the street of London. She handed one to a cabman; he glanced at it, handed it back, and politely said: 'Thank you, lady, I am a married man' (laughter). She looked nervously at the title which was, 'Abide with me' (laughter) and hurriedly departed. Under this inspiration we agree with the proverb of the Eastern sage: 'To be constant in love to one is good, to be constant to many great' (laughter)."

WHIPPED THE WRONG CLASS.

At the same dinner, the same judge observed:—The Archbishop and Ministers of King James who drove these men and 26,000 who followed them, the flower of the English Puritans from England, like Louis XIV, when he sent the Huguenots into exile by the Revocation of the Edict of Nantes, furnished an example to that master of the school where the Eton system of flogging prevailed. On a Saturday morning the delinquents were called up to be flogged. One of the boys inquired, "What am I to be punished for, sir?" "I don't know, but your name is down on the list, and I shall have to go through with it" and the flogging was administered. The boy made such a fuss that the master looked over the list on his return to his rooms, to see whether he had made a mistake, and found that he had whipped the confirmed class (laughter)."

The judge wound up with the story of a man who remarked, "You can't always tell what one's neighbours think of him." "I came mighty near knowing once," said a citizen with a reminiscent look, "but the jury disagreed." Then there was the speaker who, talking about the Smith family, said that the only place where they were not is recorded in Samuel. "There was no Smith in all Israel."

Mr. Choate is, of course, famous as an after-dinner speaker. He said at a dinner of the New York Chamber of Commerce, that he had prepared a serious and sober essay on the relation of client and counsel. "But I have laid all that aside; I do not intend to have a single sober word to-night (laughter). One reason why nothing of a sober sort should increase, by however small a measure, the specific gravity of the Chamber of Commerce of New York. Certainly nothing could be a greater calamity than that. When I compare your appearance at this moment with what it was when you entered this room, when I look around upon these swollen heads and these expanded countenances, when I see that each individual of the Chamber has increased his aviridupus at least ten pounds since he took his seat at this table, why the total weight of the aggregate body must be startling indeed (laughter)."

THE PRESIDENT'S STORY.

President Roosevelt agains high rank in after-dinner speaking as now practised. At a dinner of the St. Paul Society in New York he mixed a story with thanks for his reception.

"When I was in Washington there was a story in reference to a certain president, who was not popular with some of his own people in a particular Western State. One of the Senators went to the White House and said he wanted a friend of his appointed postmaster of Topka. The President's private secretary said,

"I am very sorry indeed, sir, but the President wants to appoint a personal friend! Thereupon the Senator said, 'Well, for God's sake, if he has one friend in Kansas, let him appoint him. (Great laughter)'. There have been periods during which the dissembled eulogies of the able Press and my relations with about every politician of every party and every faction, have made me feel I would like to know whether I had one friend in New York, and here I feel I have many."

Most Americans aspire to shine as speakers; they feel as did ex-Senator Edward Oliver Walcott of Colorado, when he was asked to speak at a New England Society banquet in New York:—"It was with great diffidence (said Mr. Walcott on the night of the dinner) that I accepted the invitation of your president to respond to a toast to-night. I realised my incapacity to do justice to the occasion, while at the same time I recognised the high compliment conveyed. I feel somewhat as the man did respecting the Shakespeare-Bacon controversy; he said: 'He didn't know whether Lord Bacon wrote Shakespeare's works or not, but if he didn't, he missed the greatest opportunity of his life!'"

The following, printed in the *Cableews*, is given as a wire from Washington.—One of the most marvellous developments of all history is about to take place. France is on the verge of entering the alliance between Japan and Great Britain. France has recalled the French fleet in Asiatic waters. France is about to dissolve herself from the alliance between herself and the Russian empire. She will cut herself off from all entanglement with the Tsar's country.

She will join the marvellously successful compact of England and the Mirado's land and will work against Russia for the welfare of Japan, England and herself. This is the almost incredible statement of diplomats in Paris to-day. It is substantiated by the attitude of the foreign office in London.

SIPPING.

AT 12.5

Scharnhorst, Ger. a.s., 3,057, L. Mass., 4th July, —Bremen 26th May, and Singapore 30th June, Mails and Gen.—M. & Co.

Adato, Br. a.s., 2,414, R. Stewart, 4th July, —Moj 27th June, Coal.—Order.

Yushun, Ch. a.s., 1,779, Pratt, 4th July, —Swatow 3rd July, Gen.—C. M. S. N. Co.

Pestawur, Br. a.s., 1,885, E. Soeter, 4th July, —London 28th May, and Singapore 29th June, Gen. and Iron.—P. & O. S. N. Co.

Horne, Ger. a.s., 1,324, F. Sambili, 4th July, —Shanghai 30th June, Mail and Coal.

Qanfa, Br. a.s., 5,616, T. Bartlett, 4th July, —Shanghai 1st July, Gen.—S. & Co.

Nicomedia, Br. a.s., 4,379, A. Wagner, 5th July, —Portland, Or. 20th May, Gen.—P. & A. S. Co.

Amara, Br. a.s., 1,566, C. J. Mattock, 5th July, —Canton 4th July, Gen.—J. & M. Co.

Telemachus, Br. a.s., 1,500, J. Williamson, 5th July, —Saigon 1st July, Gen.—Order.

Shaohsing, Br. a.s., 1,507, F. D. Northcombe, 5th July, —Shanghai 30th June, Gen.—B. & S.

Shantung, Br. a.s., 1,400, Jno. Robinson, 5th July, —Java 27th June, Sugar.—B. & S.

Clearances at the Harbour Office.

Scharnhorst, for Shanghai.

Wingsong, for Swatow.

Prono, for Haiphong.

Emma Luyken, for Swatow.

Bucintaur, for Yokohama.

Trishun, for Shantung.

Yochang, for Shanghai.

Borneo, for Kudat.

Shaokting, for Canton.

Tamis, for Manila.

Idaig Mensei, for Touren.

Yumung, for Singapore.

Nip, on, for Singapore.

DEPARTURES.

July 5.

Scharnhorst, for Shanghai, &c.

Tartar, for Vancouver.

Promise, for Swatow.

Regina, for Saigon.

Nord, for Nagasaki.

Quinta, for Bangkok.

Piqua, for Kobe.

Emma Luyken, for Swatow.

Dalya Maru, for Shek Fu Yan.

Drumgirth, for Canton.

Kumtang, for Calcutta.

Wingsong, for Shanghai.

Taming, for Manila.

Borneo, for Sandakan.

Hue, for Haiphong.

Prono, for Haiphong.

Taishu, for Shanghai.

Nippon, for Singapore.

Yushun, for Canton.

7 P.M.—ARRIVED.

Per Bonar, from Shanghai—Mr. Cox.

Per Telemachus from Saigon—200 Chinese.

Per Shaokting, from Shantung—Mr. Gramm.

Per Yushun, from Swatow—Messrs. W. J. Frederick, W. Compton, and 170 Chinese.

Per Scharnhorst, from Bremen, &c.—Dr. Askenasy, Messrs. A. Atobe, F. Adams, E. Algeciras, "K. Butterly, O. Berg H. Ballagh, A. L. Baron, A. Busch, Miss E. Berkeljon, Messrs. O. Borch, K. F. Brooke, H. L. Crossman, T. J. Christensen, Duncan, Eggerbrecht, R. Ehlers, Miss J. Ermerius, Messrs. G. H. Elsworth, H. Friedrich, Miss. Gibson, Mr. and Mrs. H. Gertz, Mr. J. Gollon, Mrs. C. Hahn, Mr. C. Hahn, (U.S. Consul), Mr. C. Heinzen, Miss Heinzen, Messrs. F. Howald, J. Iannagno, G. F. Johnson, G. R. Leppé, Dr. Kraver, C. Koch, Wm. K. Kupper, Mrs. J. J. Kirby, Misses D. and C. Kirby, Mr. H. Linsch, Mr. and Mrs. W. Leppert, Mrs. Leonard, Dr. Matthes, Mr. W. F. McIntosh, Mr. and Mrs. H. Meyer, Messrs. E. J. Meulens, M. M. McNeil, Mr. and Mrs. Meyers, Mr. Martin, Mr. and Mrs. C. Norden, Mr. A. Ohr, Mrs. M. J. P. Pfeiffer, Messrs. H. von Plönnes, I. H. Peters, Mr. and Mrs. W. T. Puddephat, Messrs. L. Pepper, B. Rung, H. Rademacher, Dr. K. Redlich, Eng. F. Redlich, Miss H. Reitmann, Mr. C. Rasmussen, Mr. and Mrs. W. Schewmann, Consul F. Schild, Messrs. E. Santos, O. Schuster, F. J. Schnitzler, F. Schu, F. Secker, F. Sporken, Chow Tossinwong, P. Wichura, J. Weyermann, and Mrs. J. P. Wüthrich.

Shipping Report.

Str. Yushun from Swatow:—Light variable winds, with high S'ly swell, weather unsettled.

Str. Telemachus from Saigon:—Light to moderate wind and sea, cloudy, fine throughout.

Str. Lydia from Wuhu:—Met on the lower Yangtze rainy weather, between Hishan Island and Tung Yang Island SE, storm with a high E' sea, at Turnabout Island storm decreasing but high S'ly swell prevailed to port.

Str. Shaokting from Shanghai:—Fresh to strong NE, to S'ly, winds, veering sometimes to the W. of S., heavy squalls and rain. Bar. very low 29.40 on 2nd inst., anchored for shelter at Meichien Bay, high confused SE. swell and sea, vessel labouring heavily.

Str. Peking from London:—Light winds and fine weather thence to Aden; strong monsoon from Socotra to Minikoy Island, fresh monsoon from South of Ceylon to Acheen Head, from Singapore moderate to fresh SW. winds, and fine weather, from Paracels to port light variable winds, and fine weather.

Vessels in Port.

STEAMERS.

Empress of Japan, Br. a.s., 3,059, Henry Pybus, a.m.m., 4th July, —Vancouver 12th June, and Shanghai 1st July, Mails and Gen.—C. P. R. Co.

Kohichang, Ger. a.s., 1,202, C. Gosselich, 1st July, —Bangkok 22nd June, Rice and Tin-ber.—B. & S.

Lightning, Br. a.s., 2,122, J. G. Spence, 3rd July, —Calcutta 17th June, Penang and Singapore 28th Gen.—D. S. & Co., Ltd.

Louise Roth, Br. a.s., 2,206, J. J. Thompson, 29th June—Newcastle, N.S.W. 8th May, Coal.—Order.

Madeline Nickmers, Ger. a.s., 1,438, Simonson, 1st July, —Bangkok 21st June, Rice and B. & S.

Nordpol, Nor. a.s., 2,428, Stolt, 2nd June, —Keling (Formosa) 21st June, Gen.—S. & Co.

Onsang, Br. a.s., 1,787, J. T. Davies, 28th June, —Pekalongan 20th June, Sugar.—J. & M. Co.

Adato, Br. a.s., 2,414, R. Stewart, 4th July, —Moj 27th June, Coal.—Order.

Yushun, Ch. a.s., 1,779, Pratt, 4th July, —Swatow 3rd July, Gen.—C. M. S. N. Co.

Pestawur, Br. a.s., 1,885, E. Soeter, 4th July, —London 28th May, and Singapore 29th June, Gen. and Iron.—P. & O. S. N. Co.

Horne, Ger. a.s., 1,324, F. Sambili, 4th July, —Shanghai 30th June, Mail and Coal.

Qanfa, Br. a.s., 5,616, T. Bartlett, 4th July, —Shanghai 1st July, Gen.—S. & Co.

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Scharnhorst, for Shanghai.

Wingsong, for Swatow.

Prono, for Haiphong.

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Borneo, for Kudat.

Shaokting, for Canton.

Tamis, for Manila.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT,

MARSEILLES, LONDON,

HAVRE, BORDEAUX,

MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIEN,"

Captain Court, will be despatched for MAR-
SEILLES on TUESDAY, the 11th July,
at 1 P.M.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. TOURANE.....25th July.
S.S. TONKIN.....8th August.
S.S. ARMAND DEHIC.....22nd August.

G. DE CHAMPEAUX,

Agent.

Hongkong, 27th June, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMER-
ICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain C. D. Goldsmith, R.N.R., carrying H.M.
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 15th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. "Marmara," 10,500 tons, from Colombo.
Passenger accommodation in which vessel is
secured before departure from Hongkong.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamers proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Arabia,"
due in London on the 27th August.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contracts and
Value of all Packages are required.For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent,
Hongkong, 4th July, 1905.

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Cain Road.
Apply to—H. N. MODY.
Hongkong, 4th May, 1905. [527]

TO LET.

S. HOP, No. 14, QUEEN'S ROAD, CEN-
TRAL.
First Floor, No. 12, QUEEN'S ROAD,
CENTRAL.Second Floor, Nos. 12 and 14, QUEEN'S
ROAD, CENTRAL.

Apply to—

S. BISNEY,
Hongkong Hotel.
Hongkong, 8th June, 1905. [639]

TO LET.

S. SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BILLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,
No. 5, D'Aguilar Street,
37 and 38, Elgin Road, Kowloon.
Hongkong, 5th June, 1905. [627]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905. [692]

TO LET.

N. O. 12, KNUTSFORD TERRACE,
KOWLOON.Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 4th May, 1905. [537]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 30th March, 1905. [669]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOME & CO.,
General Managers.
Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDE-
SCENT,
Gasoline,
Lamps of all
descriptions
from the best
makers.Incandescent
Mantles,
Chimneys,
Globes,
Shades,
&c., for
Gasoline and
Gas Lamps
at the most
moderate
prices.Lamps fixed
up for Buyers
free of charge.Naphtha of
the best kind
kept in stock.TAI KWONG CO.,
56, Lyndhurst Terrace,
Hongkong, 16th November, 1904. [54]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES

&c., &c., &c.

DEPOT

FOR

EASTMAN'S

AND

ACCESSORIES.



Telephone 1256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1905. [14]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & FOOTE. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERV.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.				\$1,000,000 \$8,000,000 \$10,000,000	\$1,493,408	Div. of \$1.10/- and bonus of 10% @ ex- change 1/10/1904 \$15.40 for a second half-year 1904	12%	\$830 London £87
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,493,408				
National Bank of China, Limited	99,925	\$7	\$5	\$200,000	\$41,768	\$2 (London 3/6) for 1903		
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,200,000 \$1,100,000	\$150,494	\$17 for 1903	8%	\$320 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,400,000 \$1,200,000 \$1,100,000	Nil.	\$4 for year ended 30.4.1904	6%	\$74 sales
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8%	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,400,000 \$1,200,000 \$1,100,000	\$2,078,997	\$35 for 1903	5%	\$700 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,400,000 \$1,200,000 \$1,100,000	\$486,284	\$12 and \$3 special dividend for 1903	8%	\$1721
Fire Insurance	20,000	\$100	\$10	\$1,400,000 \$1,200,000 \$1,100,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8%	\$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,400,000 \$1,200,000 \$1,100,000	\$1,200,505	\$34 for 1903	114%	\$3021
SHIPPING, TUG AND CARGO BOATS.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	4%	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$5,000	Nil.	\$2 for year ended 30.6.1904	5%	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$5,000	\$26,160	\$1 for second half-year '04	9%	\$27
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$5,000	\$5,853	10/- for 1903 @ 1/10 5/16=\$378	5%	\$96 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$5,000	Tls. 43,762	Tls. 21 final making Tls. 43 for 1904	7%	Tls. 61 sales
Do. (Preference)	100,000	\$1	\$1	\$5,000	Tls. 43,762	Tls. 14 final making Tls. 31 for 1904	7%	Tls. 60 sales
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$5,000	\$58,852	Interim of 1/1 (Coupon No. 51 for 1904	41%	\$35 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$5,000	\$929	\$1.80 for year ending 30.6.1905	51%	\$37 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$5,000	\$21,231	\$10 for 1904	7%	\$142
Taku Tug and Lighter Company, Limited	30,000	Tls. 15.50	Tls. 15.50	\$5,000	Tls. 6,190	Final of Tls. 14 making Tls. 31 for 1904	11%	Tls. 30
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$5,000	\$42,812	Final of \$15 making \$20 for 1904	9%	\$214 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$5,000	Tls. 1,635	\$3 for 1897	31%	\$21 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$5,000	Tls. 126,000	Tls. 276,679	Tls. 71 sales	Tls. 8 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$5,000	\$7,820	No. 3 of 1/6 50 cents making \$1. for 1904	5%	\$17/6
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	\$5,000	G. \$67,093	No. 12 of 1/1=48 cents		\$6 buyers
Raub Australian Gold Mining Company, Limited	150,000	\$1	\$1	\$5,000	Dr. \$4,029	Dr. \$4,029		
Societe Francaise des Charbonnages du Tonkin	16,000	Tls. 250	Tls. 250	\$5,000	Fcs. 85			